

The Hongkong Telegraph.

No. 2020.

SATURDAY, SEPTEMBER 1, 1888.

SIX DOLLARS
PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1. THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
2. SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.
3. DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit, may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
4. INTEREST at the rate of 3 1/2 per cent. annum will be allowed to Depositors on their daily balances.
5. EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6. CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
7. WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, at the production of his PASS-BOOK, is necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
T. JACKSON,
Chief Manager.
Hongkong, 1st September, 1887.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL 500,000.
Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT. Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS
2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager.
HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £7,500,000.
RESERVE FUND 4,000,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS—
CHAIRMAN—HON. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. L. F. POSENER, Esq.
B. LAYTON, Esq. N. A. SIKES, Esq.
Hon. A. P. McEWEN. E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 25th August, 1888.

NOTICE. HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the H.M.A. Office, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Underigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 25th August, 1888.

Antinuations.

W. POWELL & CO.

LAST WEEK OF THE GREAT SALE.

STAIR OIL CLOTHS from 30 cents a yard.
HEARTH RUGS from 85 cents each.
KITCHEN TOWELLING (32 inches wide) 18 cents a yard.
LACE CURTAINS from 95 cents a pair.

W. POWELL & CO.

VICTORIA EXCHANGE.
Hongkong, 1st September, 1888.

W. BREWER

HAS JUST RECEIVED

A QUANTITY OF NEW FRENCH NOVEL.
CHOICE MANILA CIGARS.
HUTTON'S ENGINEER'S HAND-BOOK.
REED'S
HUTTON'S WORK-MANAGERS HAND-BOOK.
SEATON'S MANUAL OF ENGINEERING.
FRENCH AND ENGLISH CONVERSATION.
CHEAP STATIONERY.
ENVELOPES a \$1 per 1,000.
THREE CASTLES TOBACCO.
New Assortment of LADIES FRENCH EVENING SHOES.
Presses for the protection of TENNIS RACKETS.
TENNIS BALLS, Etc.

W. BREWER,

UNDER HONGKONG HOTEL.

LANE, CRAWFORD & CO.

HAVE RECEIVED THEIR SPORTING GEAR FOR THIS SEASON.

FOWLING-PIECES 12 and 16 Bore.
DUCK GUNS.
ALLIANCE SPORTING POWDER.
ELEY'S CARTRIDGE CASES, WADS, &c.
LOADING and RE-CAPPING MACHINES.
CARTRIDGE BAGS a 4 BELTS.
CHILLED and COMMON SHOT in all Numbers.
SHOOTING BOOTS and KNICKER-BOCKER STOCKING.
WATER-PROOF RUGS.
DOG WHISTLES, WHIPS and COLLARS.
PICNIC STORES.
&c., &c., &c.

Hongkong, 10th August, 1888.

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
Drab Felt Hats.
Black, Brown Drab and Grey
Hard Felt Hats.
Teral and other Soft Felt.
Tweed Hats and Caps in New
Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from \$5 each,
over 100 to choose from.
A large assortment of Walking
Sticks.
Waterproof Coats, Leggings, &
Chair Aprons.
Travelling Rugs and Scotch
Mauds.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888.

KELLY & WALSH, LD.

JUST LANDED IN SPLENDID CONDITION.

CIGARETTES.

"RICHMOND STRAIGHT CUT"
"VIRGINIA BRIGHT"
ALLEN & GINTERS "LITTLE BEAUTIES."
KINNEYS "STRAIGHT CUT"
And shortly to arrive, a fresh consignment of "SWEET CAFORALS."

TOBACCO.

"OLD RIP" in 1 lb. Tins.
"RICHMOND GEM" do.
Do. "MIXTURE" do.
COPE'S "GOLDEN CLOUD" do. & 1 lb. Boxes.
WILLS' "BRISTOL BIRDS EYE" do.
Do. "THREE CASTLES" in 1 lb. Tins.
ALLEN & GINTERS "TURKISH MIXTURE" in 1 lb. do.

SOLE PROPRIETORS OF THE POPULAR BRANDS—
"HAPPY THOUGHT," "DOLLAR BRAND," "STAR MIXTURE" & "GOLD EAGLE."
KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 27th July 1888.



THE STEELING
ORIENTAL CORSET
(REGISTERED)
A SPECIALITY
WARM CLIMATES & EVENING WEAR
Made from an entirely new fabric, combining strength with lightness.
Made under strict supervision with the Trade Mark.

ROSE & CO.

ARE NOW SHOWING A LARGE STOCK
OF
THE "STERLING ORIENTAL CORSET,"
IN RIDING,
TENNIS,
HAIDEE and
ACME.
Also,
THE "PHANTOM BUSTLE"
and
THE NEW "CURETTA" & "VESTINA"

BODICE.

ROSE & CO.,
37-39, Queen's Road.
Hongkong, 7th July, 1888.

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

OLD or BROKEN NOTES will be EXCHANGED for new ones on application at the Offices of the Corporation.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
T. JACKSON,
Chief Manager.
Hongkong, 29th August, 1888.

CHINA MERCHANTS' STEAM NAVI- GATION COMPANY'S DEBENTURE LOAN OF 1886.

4th DRAWING.

NOTICE is hereby given that in conformity with the Stipulations contained in the BONDS of this LOAN, the following Numbers of Bonds to be paid off at the Offices of the HONGKONG & SHANGHAI BANKING CORPORATION on the 1st September, 1888, when the Interest thereon will cease to be payable, were this day drawn at the Office of the said Corporation in Hongkong, in the presence of WILLIAM HENRY GASKELL, Acting Chief Accountant of the said Corporation.

NUMBERS OF BONDS DRAWN.

170 BONDS NOS.									
18	22	37	58	81	96	109			
140	148	169	190	206	234	239			
270	273	296	309	333	359	363			
379	400	424	444	487	471	487			
520	533	554	563	585	610	621			
610	659	676	701	708	733	744			
763	785	793	817	840	863	879			
872	904	920	942	960	975	1007			
1024	1034	1061	1062	1086	1102	1117			
1140	1158	1186	1193	1208	1235	1251			
1264	1282	1311	1315	1343	1359	1381			
1394	1414	1432	1447	1464	1484	1490			
1497	1501	1515	1532	1562	1579	1588			
1607	1611	1620	1644	1666	1690	1706			
1714	1733	1749	1763	1798	1814	1820			
1852	1869	1872	1894	1910	1940	1944			
1970	1995	2013	2035	2051	2069				
2093	2119	2138	2148	2172	2185	2194			
2220	2236	2263	2270	2293	2317	2331			
2339	2360	2391	2400	2427	2437	2447			
2472	2495	2508	2520	2540	2562	2588			
2596	2610	2633	2651	2676	2685	2700			
2730	2741	2767	2785	2788	2805	2826			
2843	2865	2886	2894	2924	2933	2953			
2976	2996								

FOR £100 EACH = £17,000.
For the HONGKONG & SHANGHAI BANKING CORPORATION.

W. H. GASKELL,
Acting Chief Accountant.
Hongkong, 13th July, 1888.

NOTICE.

ROSE & Co. beg to inform the Community of Hongkong that in order to facilitate their STOCK-TAKING the DOOR of their STORE will be CLOSED from SATURDAY, the 1st September to a few days after.

Due notice will be given when re-opening again. Important and Special Orders can be sent in by the dwelling house entrance, next door to Messrs. Wotton & Deacon, Solicitors.
Hongkong, 29th August, 1888.

FOR HIRE.

THE Fast Steam Launch "ELK" is always kept under steam off Pedder's Wharf and is at the service of the public for proceeding to and from Steamers, Picnic and Bathing Parties, etc.
For particulars, apply to
CRUIKSHANK & Co., Ltd.
Hongkong, 17th August, 1888.

Consignees.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "ARRATOON APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after the 6th proximo, will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 4th proximo.
Bills of Lading will be countersigned by DAVID, SASSOON, SONS & Co., Agents.
Hongkong, 30th August, 1888.

Shipping.

STEAMERS.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.
THE Company's Steamship

"TAICHOW"
Captain J. A. Morris, will be despatched for the above Ports, TO-MORROW, the 2nd September, at Noon.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 30th August, 1888.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.
THE Steamship

"BRECONSHIRE"
W. Waring, Commander, will be despatched for the above Ports, TO-MORROW, the 2nd September.
For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 25th August, 1888.

Shipping.

STEAMERS.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship

"BOKHARA"
will leave for the above places on or about the 5th September.

E. L. WOODIN,
Superintendent.
Hongkong, 28th August, 1888.

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship

"ANCONA"
will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN,
Superintendent.
Hongkong, 28th August, 1888.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"ARRATOON APCAR."
Captain J. G. Ollent, will be despatched for the above Ports, on WEDNESDAY, the 5th instant, at Noon.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co., Agents.
Hongkong, 30th August, 1888.

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, QUEENSLAND PORTS, and taking through Cargo for ADELAIDE, TASMANIA, NEW ZEALAND, &c.)

THE British Steamer

"DELCOMYN"
Captain Ekins, due shortly with part Cargo from Japan and Foochow, will be despatched as above on or about the 8th instant.
To be followed by the S.S. "TARTAR" on or about 20th idem.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Managers.
Hongkong, 31st August, 1888.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, AND ADRIATIC PORTS.)

THE Company's Steamship

"POSEIDON"
Captain S. Merra, will be despatched as above on TUESDAY, the 11th of September, at Noon.
For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.
Hongkong, 30th August, 1888.

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"MARY L. STONE,"
Josselyn, Master, shortly expected, will load here for the above Port, and will have a quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 20th August, 1888.

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"W. H. CONNER,"
Butman, Master, shortly expected, will load here for the above Port, and will have a quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 1st August, 1888.

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA
THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"BELGIC"
will be despatched for San Francisco, via Yokohama, on SATURDAY, the 8th September, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full, and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return, } 350.00
available for 6 months..... }
To Liverpool..... 325.00
To London..... 330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 18th August, 1888.

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

VIA
THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"PARTHA,"
3,167 Tons Register, Wallace, Commander, will be despatched for VANCOUVER, B.C., and SAN FRANCISCO, via KOBE and YOKOHAMA, on SATURDAY, the 8th September, at THREE P.M.

To be followed by the S.S. "ABYSSINIA" on 4th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria.....\$160.00
To San Francisco..... 175.00
To all Common Points in Canada } 230.00
and the United States..... }
To Liverpool..... 300.00
To London..... 305.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 7th September.

All parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 30th August, 1888.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING"
will be despatched for San Francisco, via Yokohama, on TUESDAY, the 18th September, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via the Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets

Intimations.

A. S. WATSON & CO., LTD.

OUR NEW SEASON'S
FLOWER AND VEGETABLE SEEDS
ARE NOW READY.
Flower Parcels of 50 Packets, price, \$10.00
of 20 " " " 5.00
Vegetable " of 45 " " " 7.50
Single Packets at list prices.

SPECIAL FLORIST'S SEEDS.

In Packets of six or more named varieties,
viz:—
CLOVE PINKS—PANSIES—PHLOX—
HOLLYHOCKS—PORTULACA, VERBENA
and PETUNIA.
MIGNONETTE MACHEL
(The New Variety).

Prized Catalogue on application.

THE HONGKONG DISPENSARY,
Hongkong, 31st August, 1888.

BIRTH.
At No. 2, Blue Buildings, Wanchai, the wife
of GEO. FENWICK, of a son.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 1, 1888.

TELEGRAMS.

(From Straits Times.)

THE FISHERIES BILL.

WASHINGTON, August 22nd.
The Washington Senate has rejected the
Fisheries Bill by a party vote, by a majority of
three.

ITALY.

BERLIN, August 23rd.
Signor Crispi, with two secretaries, visited
Prince Bismarck at Friedrichsruh on Tuesday
last.

LOCAL AND GENERAL.

A FULL report of the Victoria Recreation Club's
Aquatic Sports will appear in our next issue.

AN interesting article on the China Railway
Company has been held over until Monday.

WE beg to direct attention to the notices in
another column from the lately formed Steam
Launch Company.

AT 2.30 to-day H.M.S. *Andalusian* left for home,
the "homeward-bound" pennant floating from
her mainmast.

SENIOR THOMAS DA ROZA, formerly Governor
of Macao and Portuguese Minister to Peking, is
said to have resigned his appointment of Minister
to the United States, with a view to replacing
Senhor da Costa in the Governorship of Macao.

THE agents (Messrs. Melchers & Co.) inform us
that the Norddeutscher Lloyd steamship
Braunschweig, with the German mails, dated
Berlin, August 27th, left Singapore for this port
yesterday at 6 p.m., and may be expected on or
about the 5th inst.

WE read that the Japanese Naval Department
has ordered from the Onohama Naval Ship-
building Yard at Kobe an iron vessel 170 feet in
length and 29 feet in breadth at an estimated
cost of yen 3,000,000. The amount named seems
to be a pretty steep price for a vessel of the
dimensions given.

SAVES the *Straits Times* of the 24th ult.—We
have just learnt that the two Glen liners, the
Glenfallach and *Glenarthur*, have been sold to
the Indo-China Steam Ship Company for the
oilum trade between Calcutta and Hongkong.
On their arrival in Glasgow from China they
will have their boilers changed before being
delivered up for their new service.

By kind permission of Colonel D. G. Anderson,
the Regimental Band will play in the Public
Gardens, on the 2nd Sept. (Sunday), from 9 till
10 p.m. The following will be the programme:—

March "Alexander's Palace" (Johanna).
Overture "Le Lac des Fleurs" (Johanna).
Valse "Silver Moonlight" (Smith).
Gavotte "Tahiti" (Sullivan).
Cavatine "Sola" (Kaprey).

JOHN MORAN, Bandmaster.

OUR Singapore contemporary relates that an
accident happened on board the little steamer
Adri on her last voyage from Kalamantan and other
native ports to the East. While one of the
lascars was handling a loaded revolver, it went
off and wounded Mr. Anderson, the European
engineer on board, on the arm, the bullet entering
on one side of it and passing out of the other.
We are glad to learn that Mr. Anderson is doing
well.

THIS morning at the Police Court, before Mr.
Sercombe-Smith, a contractor named Chung
Along, residing at No. 58, Queen's Road East,
was summoned by William Fisher, Inspector of
Nuisances, for allowing an accumulation of
offensive matter to remain outside his matcheds
on 8th inst., near a public road, and also for
having tubs of urine, without covers, standing
in front of his premises, the same being highly
noxious and prejudicial to the health of Her
Majesty's lieges. Defendant admitted his back-
sliding and was ordered to pay down 45 or
into a month on the crank.

SENIOR HENRIQUE DE MACEDO has resigned
his position of Portuguese Minister of Marine
and the Colonies, and has been succeeded by
Senhor Barros Gomes, formerly Minister of
Foreign Affairs.

A DISCERNING scientist has discovered that a
newspaper man seldom refuses an invitation to
drink when he is thirsty—which is his chronic
state. The scientist is probably not far out in
his conclusion, but a great deal depends on the
kind of tipple.

It has very truly been said that the man who
makes an investment for the purpose of getting
something for nothing generally succeeds in
getting something. For instance that Napoleon
of the local share market, Mr. Apenes, got "left,"
and in addition is now getting some practical
experience of existence inside the walls of a
prison.

It will perhaps interest the gentlemen who made
themselves so particularly obnoxious to the
audiences during the late season in this colony
of Mr. Willard's Musical Comedy and Opera
Company to learn that the bouquet has been
abolished in the London theatres. The practice
had become such a nuisance that its abolition
had become a public necessity.

A MOST interesting ceremony took place on the
Garrison parade ground this morning, when the
Colonel commanding presented Sergt. J. Attie
R.E. with the medal for long service and good
conduct. The many friends of this popular
N.C.O. will be pleased to hear of his good
fortune in securing a distinction so eagerly
sought after by all the non-commissioned ranks
in Her Majesty's Service.

STREET sweeping under a noon-day sun is still
indulged in some parts of Queen's Road and all
along Ice House Lane, the scavenging fraternity
evidently choosing the busiest quarter of the
town for raising those dust clouds in which they
alone appear to live and move with perfect
impunity. Is there no one to supervise these
straggling sweeps during the day and direct their
operations, or rather prevent them from manipu-
lating the broomstick in such an offensive and
repulsive manner? Where are the Police?

WE should like to have an impartial opinion as to
the actual value of the issues of the *Daily Press*
of yesterday and this morning. Our opinion, of
course, is open to the charge of prejudice, but
we think very strongly that anything feebler in
the newspaper line than these two issues has
never before been foisted on the public of this
colony—and we don't forget the existence of the
China Mail. There must be some special
charm in a morning sheet when people are found
willing to pay 30 per annum and to advertise
at exorbitant rates in such a colourless discoloured
sheet. Doubtless it is quite good enough, however,
for the class of persons who read it and form its
clientele.

THE Lisbon *Jornal das Colonias* publishes
some Macao correspondence dated June 7th, and
dealing with the grave accusations which were
published some time ago in the same paper
against the Governor of Macao and the Colonial
Secretary. It will be remembered that the
former gentleman was taxed with an intention
of ruining the Macao treasury by largely drawing
on it to defray the cost of his pleasure trip to
Bangkok and Timor at the commencement
of this year, and his *locum tenens* was equally
charged with the gross irregularity of drawing
both the salary of Acting Governor and that of
Colonial Secretary. The affair was brought
before the Lisbon Parliament, and Senhor
Vaz Preto, a peer of the realm, demanded
some explanation from the Minister for the
Colonies. The explanation was given and a
very unsatisfactory one; it proved to be, as the
Minister, reasoning on, extremely false grounds,
asserted that as the news related in the Macao
correspondence asserting that a Chinese
Customs had been established in Macao was
false, it was to be inferred that all the charges
levelled at both the Governor and the Colonial
Secretary were also groundless. The correspon-
dent of the *Jornal das Colonias* "goes for" the
Minister as well as for the Macao *Independente*,
which reproduced the Lisbon parliamentary
proceedings, and characterises the Lisbon and
the Macao supporters of the cause of the Gov-
ernor and of the Secretary, as champion liars.
We agree with the correspondent.

OUR contemporary the *Rangoon Times* has
jumped to the conclusion that the notorious
swindler Benson, who recently committed suicide
in an American gaol, is identical with our old
acquaintance Sidney B. Lewis, alias The Marquis,
alias Sidney, alias Stanley, etc., etc., whose
brilliant career as a *chevalier d'industrie* of the
highest rank in Honolulu, Shanghai, Hongkong,
Burma, India, Singapore, Japan, and Corea has
from time to time been commented on in these
columns. On what grounds the *Rangoon Times*
comes to this conclusion we cannot even guess,
but we have no doubt that it is quite erroneous.
Benson was about 45 years of age and of a dark
complexion, whereas Mr. Sidney B. Lewis
cannot possibly be over 35, and he had very
light brown hair, and as blond a complexion as
a woman's. He was, in fact, a "white-skinned
Jew." Besides, at the time "The Marquis" was
running the American Novelty Company (and
Bandmann's *chère amie*, the fascinating Beaudet)
in this colony, and during his adventurous career
in Burma, India, and other eastern countries,
the enterprising Benson was working out a long
sentence at Portland for the notorious Dr.
Concornturf frauds. The last time we heard
of "Sidney B." he was at Singapore, and
succeeded in clearing out from that port in the
nick of time by the assistance of Mr. Luckstone,
accompanied to Remeny, who advanced him a
sum of money on a handsome gun which the
dashing adventurer had borrowed somewhere.
We were also favored last year by a member of
the United States Legation at Tokyo with a brief
history of Sidney's career in the capital of the
Shoguns. One of these days, when we can find
time to make the necessary references, we shall
write a sketch of the career of this most audacious
of modern swindlers.

A JAPANESE native paper states that the two
new war-vessels, the *Matsumoto Kan* and
Hikoshima Kan, ordered from England, will
be finished next summer, and the *Hakidate*
Kan, which is now in course of construction at
the Yokosuka Shipbuilding Yard, will be com-
pleted about the same time. The three vessels
are of similar construction and will cost about
yen 3,000,000.

OUR Macao correspondent informs us to-day
that on Thursday night two deaths from
cholera occurred at the Cacilhas Lazaretto;
the total number of deaths since the landing of
the troops from the transport *India* being 48. As
no more far-barges are to be sent to Macao it is
presumed that the epidemic has been got under.
A printed invitation has been sent round the city
calling upon the residents to attend a funeral
service which will be held at the Cathedral on the
3rd inst. at 8 a.m. in commemoration of
Major Vaquinhas lately deceased. A ridiculous
quarrel between some officers and a public
functionary took place at the entrance of the
Military Club the other day, and it ended just as
it commenced—in a few glasses of wine.

AT the Police Court this morning before Mr.
Wodehouse, Beang Singh, an Indian policeman
on duty near Magazine Gap last night, charged
five Chinawomen with assaulting him with
bamboos and reaping hooks whilst in the execu-
tion of his duty. Complainant said that soon
after 4 p.m. yesterday he saw a lot of women
approaching, carrying branches and sticks which
they appeared to have broken from trees; he
asked them in Hindustani where they had got
the wood, when the first defendant threw down her
load and assaulted him with her sickle, the other
four using bamboos; his finger was cut and his
legs and body much bruised. He only asked them
where they had got the wood, that was all;
they were followed by a lot of coolies who did not
take part in the affray; when he blew his whistle
everybody ran away. The police officer in
charge of Mount Gough Station said that the
first defendant came to the Station last evening
and said complainant had indecently assaulted
her while she was obeying a call of nature on
the pathway near the Gap. The case was
remanded until Tuesday next, bail being
taken in one surety of five dollars.

NINE Chinamen were charged at the Police
Court this morning, before Mr. Wodehouse, with
gambling on the evening of the 30th instant at
Yau-mah. The complainant, Inspector Mathieson,
said that by virtue of a warrant he made a
raid on the house in which the men were found
and there saw the whole of the defendants
sitting at a table busily engaged in the game
the *material* of which was also on the table.
The men denied the charge; said they were only
playing dominoes, but an informer went into the
witness box and alleged he had played an illicit
game with the first defendant on the 20th ult.,
in the same house, No. 16 Praya, Yau-mah.
On the 10th instant he was there again and saw
defendant acting as master and keeping accounts.
First defendant informed the Court that they were
playing dominoes on the evening of the 30th
instant, when the informer came in and said they
were gambling; he wanted to be paid some-
money, which was refused—hence these tears.
Inspector Mathieson on being recalled said the
house was well known to be a gambling den; it
was a nuisance to the neighbourhood and one
woman had made a complaint about her husband
losing his money there. First defendant was fined
50 and the others 25 each. We would suggest that
the Captain Superintendent of Police should
endeavour to impress on his officers that they have
duties far more important than bribing scoundrels
of the informer class, and arresting so-called
gamblers who in no way threaten the peace and
good order of the colony. Doubtless these men
at Yau-mah were gambling—playing dominoes
or some other Chinese game; but if convictions
cannot be secured without the aid of informers
—riffians who for a few dollars would swear
away their grandmothers' lives—it would be
much better to ignore the existence of what after
all is, if not a necessary, a doubtful evil.

To the correspondent who offers us some
suggestions and asks for information about the
Gap Rock, we may say that "Imray's" "blue-back"
chart which gives the rock an altitude of 60 feet
is in error, and so also is the guide-book he
quotes from—like so many other books and
charts issued by the same publisher. The
extreme altitude of the rock is 96 feet,
and the depth of water surrounding it is
from 20 to 23 fathoms. There is a capital
boat harbour on the north-west side of
Tsimshan Island, where secure shelter may be
had from all winds except those between
W.N.W. and N.N.E.; this anchorage is about
five miles from the Gap in a N.E. direction and
in a bay where landing is easy. The Rock is
about a quarter of a mile in length, north-east
and south-west, and, roughly speaking, about
two hundred yards broad. It is 29 miles from
Green Island, is difficult of access, and has one
or two sunken dangers in its immediate vicinity,
discovered by Captain Stapan of the Dock
Company's tug, *Pilot Fish* one day last week.
As to the dangers or "hardships" of a European
living on the Gap Rock in charge of the light,
the idea only of such hardship can have had
an abortive conception in the brain of some
obfuscated idiot. There are men—the late
Chelsea philosopher, for example—who would
have desired no more grateful retreat, and as for
the lesser luminaries of their world who watch
other luminaries and who desire to run in
chattering flocks, let them do as is done in other
places, take spells of three months duration each.
In Great Britain it is customary to inhabit such
isolated spots with not fewer than three keepers,
who are all tradesmen of some kind and who are
permitted to employ their leisure time in
simple manufacturing pursuits, such as the
designing, building and launching into unlimited
space of "long thirteens." The old "Paddystone"
was done away with, not because the masonry
was faulty, but simply for the very good reason
that the attrition of the Atlantic waves had
eaten away its foundations.

MESSRS. Adams, Bell & Co., agents for the
Canadian-Pacific Line, inform us that the steam-
ship *Abeytia*, which left Vancouver on the
28th August arrived in Yokohama.

"WERE you in liquor?" queried the magistrate
of the bold sailor man who was swearing through
thick and thin that his pal was as quiet as a
lamb and never assaulted the police. "No, yer
Warshup," promptly responded Jack, looking
his interrogator square in the eye, "the liquor
was in me." Five dollars or a week's seclusion.
He secluded.

LAM YAT HONG, the enterprising shopkeeper
who picked up or obtained in some other way,
a parcel of bank notes to the value of \$600,
belonging to a neighbouring trader, was to-day
committed for trial on the charge, we believe,
of fraudulent possession. Defendant's objection to
give up the money hinged on the inability of
complainant to name the numbers of the notes.
He gave bail in two sureties of \$300 each. We
should really like to know why the magistrate
did not deal summarily with the charge. Any-
thing more idiotic than sending pilferers cases of
this kind to the Supreme Court we cannot
imagine.

ANOTHER fire from a capized kerosene lamp
occurred last night, but was fortunately extin-
guished before it had spread sufficiently to do
much damage. It appears the police had got
information about a party of gamblers assembled
at No. 38, Lasser Row, and on Inspector Gauld
putting in a sudden appearance on the second
floor of the house at 7.30, the sporting gang
were surprised to such an extent as to scatter
the furniture to the four winds of the apartment,
the unfortunate lamp being sent humming into a
corner. "In an instant the floor was a blazing
mass of flame which the police had to attack
with anything that first came to hand in the way
of bed clothes, and which they soon succeeded in
quenching but at the expense of losing some of
the defaulters against Colonial laws. Four
individuals were grabbed during the scuffle, all
the others getting away. This morning the
unfortunate *fantassiers* were brought before
Mr. Wodehouse who fined the two leaders \$25
each and imposed a penalty of \$10 on the
others. The master of the house paid his fine
of \$25, but the others were imprisoned. Another
altogether unnecessary increase to the "con-
gested" condition of Victoria Gaol.

AN illustration of the crass ignorance which
prevails in certain Lisbon quarters regarding all
matters appertaining to the Portuguese colonies
may be found in the columns of that antiquated
organ leant the *Jornal das Colonias*. We
referred sometime since to the wonderful piece
of news published by that paper, to the effect
that the Lisbon authorities had declared the
port of Macao infected with cholera since
the 10th of May last. As there was no cholera
in the Holy City at that period, one can
easily imagine the extent of the blunder com-
mitted either by the Lisbon Government or by its
faithful organ and recorder. Another confusion
worse confounded appears in a recent number of
the *Jornal* received by the last mail. We are
there informed that "The Viceroi of Canton has
proposed to the Portuguese Government the estab-
lishment of a telegraphic line connecting Canton
with our colony of Natal (read Macao)." As-
suredly the *Jornal das Colonias* believes Macao
to be such an important emporium of trade as to
deserve to be in direct telegraphic communica-
tion with the capital of the Two Kwangs! At
present Macao can communicate with Canton
by telegraph *via* Hongkong, but this apparently
is not enough for the Holy City; it wants a
direct line to Canton! We are mightily afraid
the Editor of the *Jornal* draws extensively on
his imagination to fill up his generally meagre
columns of Portuguese colonial news.

BRICKS AND MORTAR.

THE P. & O. CO.'S NEW OFFICE.
There are few handsomer buildings in any
part of Hongkong, and along the whole length
of the Praya, than that which will soon
comprise the new offices of the Peninsular
and Oriental Steam Navigation Company, now
fast coming to completion upon the old site of
what was long known as Crosby's store and
facing the harbour in the immediate locality of
the Douglas wharf. Of the elegant modern Gothic
order of architecture, this new building has been,
we understand, nearly entirely constructed of
the materials of the former offices of the Com-
pany, which stood a few hundred yards further
along the Praya to the westward, and which
were vacated about a year ago, on the ground
underneath being sold for the purposes of the
new Central Market, which, by the way, might
well have had a more convenient and desirable
situation somewhere further west. This new and
handsome structure, like its predecessor, stands
conspicuously out above its more lowly surround-
ings, and attracts the eye of all fresh arrivals in
the Colony as much from its superior altitude as
from the beauty and excellence of its style.
It is of four stories, but of a much narrower front
than the former office, a feature of high necessity
in all large and growing cities, where the value
of ground is increasing, in such objectionable
leaps and bounds, now as common and obnoxious
to the people of this Colony as to the citizens of
London or Paris. The highly ornate and
massive central balconies of the first and second
floors, the chaste design and colour of the metal
balustrades which inclose the verandahs, and
the various wing and central finials so neatly
adorned all angular points, make these new
offices, we have already observed, one of the
most conspicuous and handsome architectural
features of the Colony—which, by the way,
badly want improving.

The appearance of things in the interior of the
building are suggestive of a much greater degree
of endurance and strength than the light and
elegant lines of the exterior would indicate.
The massive and elaborate staircase, formed of
broad granite steps, strikes the eye immediately
on entrance—although it occupies a well lighted
and airy shaft, not in the immediate centre of
the building, but on the right centre, between
the front and back rooms of which, on the
ground floor, there are five, all of large dimensions
and lofty altitude. On the left, fronting the foot
of the staircase, is the fire-proof strong-room,
having a door entrance highly suggestive of a
prison, and with an iron floor covered with a
coating of concrete through which possibly neither
fire nor robbers would ever be able to make
headway. Adjoining this is to be an automatic lift
for the ready conveyance of parcels and corres-
pondence to the counter of the chief office on the
floor above. On the first landing, immediately in

front of the visitor, is the ornate and roomy
general office with its broad and long counter,
over the top of which so many questions regard-
ing maritime matters will possibly be asked and
answered during the next generation. Private
offices for the Superintendent, and other retiring
apartments take up the remaining space on this
floor. On the second floor is an equally spacious
dining room with sleeping apartments for the
heads of the office, and on the third and last
floor we find a number of commodious sleeping
and bath rooms, the latter of which will be
nicely fitted and finished with substantial white
and blue tilings. The servants' quarters, cook-
house, etc., are at the back of the main building,
but entirely separated from it by an open space,
which admits plenty of air and light, the two
blocks being connected by a covered
way which runs directly in from the kitchen
to the dining room, on the second floor. The
grand staircase, which spirals round a broad
shaft extending from floor to ceiling, will be
illuminated during the day by a fan light on
the roof, formed of yellow and other coloured
glass, and, after the shades of night have fallen,
by the usual method of gas, burnt in lamps of a
simple but substantial and pretty design.

The whole of the work has been performed by
our well known architects, Messrs. Danby and
Leigh, and reflects, both inside and out, the
highest credit on their taste as designers and on
their skill as builders. The work of construction
has been superintended during the greater part
of the time by their experienced overlooker, Mr.
T. H. Gilling, a gentleman of long experience
as a builder in British India and Australia. It
is perhaps a little too soon to say anything about
the furniture of the building, but we are
informed that the new office of the Company
as elegant and as elaborate as any in the Colony.
In speaking of the exterior of this last specimen
of brick and mortar construction, which may
generally be regarded as one of the chief
architectural features of Hongkong, our brick
and mortar critic makes the following elaborate
and, of course, highly valuable observations.

Yes, Sir, the old company of navigators are,
as you say, to be congratulated upon the hand-
some appearance of their new office; it is a
structure which, in that respect, knocks the
bottom out of everything in its immediate vicinity,
the magnificent and palatial granite poem of the
Hongkong and Shanghai Bank, always excepted.
But mind you, I would not suggest that all future
buildings on the Praya should even remotely
copy from the designs of the new P. & O.
structure. For my own part I do not greatly
admire this Gothic style for the commercial
houses of Hongkong, whether it be ancient or
modern Gothic. Independently of appearances
alone, I doubt whether it is a style which is
as durable as some others I could mention.
Do you think the nature of the bricks of this
country is such as to warrant a builder in
going in for anything which is not in its
outer lines really solid and compact? I have
an idea, which is fairly well supported by
my experience of these Chinese bricks, that they
are not so durable as they might be, and that
their tenacity is seriously affected by the ex-
cessive moisture and the heavy rains. But as to
the trashy appearance of some of the business
houses on the Praya, which I have before de-
scribed, on that may very easily be rectified if
only they were kept decently clean, and I could
name not a few European houses which appear
as if they had never had ten cents of whitewash
expended on them in twenty years. As for
their style of architecture there are one or two if
they were kept in order and washed up a bit, like
the Charterd Mercantile Bank with its red and
well chosen coat of delicate colouring, would look
exceedingly pretty notwithstanding their age.
The building in which Messrs. Russell & Co.
occupy their business, or even that above Messrs.
Blackheads, like all well as any in the colony,
because their arches are in lines of perfect beauty
and fairly massive, ornamental and durable
looking, in fact, they look substantial enough to
stand securely for yet half a dozen generations.
The fine old buildings too, which flank the
entrance to the Naval Yard are, I should say,
constructed in about as durable and inexpensive
a style as can be found in the Colony. With
their new coat of doorkay yellow, which is
perhaps a little too highly coloured, they present
a majestic contrast to many of the more
ornamental and more flimsy looking buildings
which have been put together in this Colony
during the last twenty years. Perhaps they would
not be suitable for the system of offices below and
dwelling rooms above, but I am sure there are
few buildings in Hongkong, or in any tropical
climate, at once more apparently cool, com-
modious, durable and inexpensive in construction
than are the old many columned and roomy man-
sions which accommodate the Naval Yard officers
and men. One story, or even two stories higher,
might very well be added to any new buildings
constructed in this Colony on the same model.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by
Correspondents in this column.)

IMPENDING DANGERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR, A various contributions and discus-
sions on the utterly defenceless condition of
Hongkong have appeared in your columns during
the last few months, and particularly as many
of them appear to be unanswerable—that is to
say, as there seems to be a total inability in the
island to gain any much which has been written
—I should be glad if you can find room for the
publication of a few remarks of my own, not
so much to make the matter perfectly clear as
to throw in a few rays of light on a most
momentous yet at the same time a somewhat
obscure subject. As a fact then I may begin by
saying that on the very first sign of hostilities in
Europe in which the United Kingdom may be
engaged, it is perfectly well understood in the
French and Russian squadrons that the con-
quest of this island has to be attempted, not as
much with the object of destroying the city as
to extort from it at least one hundred million
hard dollars as a ransom. This may also be,
and doubtless is, perfectly well known by the
British Government which, let us clearly under-
stand, may reasonably be said to care no
more about Hongkong than they do about the
other hundred and one dependencies of the
British Crown scattered over the world and which
look to the Government for assistance. Now,
it is clear the Home Government cannot
come to the aid of every colony; it will no doubt
do what it can in the way of sending out ships
but such vessels, however capable, cannot be
everywhere at the same time. As an example
of what I mean, take the case of the Confederate
cruiser *Alabama*. How many years did it take
before the Federal Government, with all its
ships, succeeded in stopping the depredations of
that very cheap and very feeble cruiser, which,
however, committed much commercial havoc
before she fell under the guns of the *Kearsarge*.
On the other hand, the present British Govern-
ment is composed of individuals who, however
bellicose and patriotic they may be, are in the
way of a row, and however conscientious they
themselves as pillars of the State, cannot be
expected to have very strong interests bound
up in those of the citizens of this Colony,
who, by the loss of a 100,000,000 either in
property or hard cash, would have to bear the
burden of loss themselves—it would fall upon a
member of the Administration in London, and

long as he did not hold property in the colony.
Therefore, although Great Britain may be un-
prepared to adequately defend the whole of her
vast possessions, it is a matter as I understand
it, which gives little if any concern to any member
of the present Tory Government. Each as d
every one of them can say, "I am not responsi-
ble for the foolish acts of my predecessors in
office who have neglected their duties, and can
only work at present with the funds supplied and
the conditions at hand." Depend upon it, if this
Colony wants to be perfectly secure against the
most ordinary war risks it must trust neither a
local, Governor, nor home Government, but
make a greater effort than it is doing at present
to defend and secure its interests against those
possible troubles for which every civilized
State in the world is earnestly preparing. Every
reasonable and sensible man admits that war may
be on us at any moment—that it may come
like a thief in the night, and thus despoil
the foolish people who preferred, from indifference
or from lack of energy, to take refuge in the
fool's paradise. I will not go into the question
of the harbour forts, of a powerful battery in the
neighbourhood of Stanley, of your own idea of
submarine boats *versus* guns, nor of the
immeasurable difference between the respective
commercial values of Hongkong and Vladivostok—
with a view to attack and capture, except
to point out that the shot from the seven ton
guns with which the harbour forts are being
armed might be evaded in a great measure
during a fairly dark night, by a crafty commander
putting out all his own lights and opening fire,
not on the forts, but on the otherwise defenceless
city so well marked by its own gas lamps.
Even with all lamps put out, it would only be
necessary to send a shower of rockets against
the face of the mountain to ensure the
destruction of Hongkong by a conflagration, and
all this could be done by two small craft
slipping quickly through the harbour and but to sea
again, in charge of experienced Chinese pilots.
The Military authorities of the place are quite
alive to these dangers, I believe, but the question
is, are their hands and tongues tied by the pink
tape of the Circumlocutionary Office or are they
not? They own no great amount of property in
the island, and therefore it rests with those who
do to see that reasonable precautions are
undertaken, for assuredly they are the most
interested. I am aware this subject is regarded
with a good deal of indifference, not to say even
contempt—that it is put forward often as a joke
in certain circles, but most certainly when
hostilities do open, the capture or destruction of
Hongkong will be attended by our enemies with
and now is the time for citizens to consider where
they stand.

Yours faithfully,

Hongkong, August 3rd, 1888.

CANTON.

(FROM OUR CORRESPONDENT.)

CANTON, 31st August, 1888.

Viceroy Chang has again received distinguish-
ing proof of the high estimation in which he is
held at Peking. The Sino-Tibetan Governor
Wu to the Governorship of Hunan, Chang Chih-
tung has been entrusted with the seals and
responsibilities of Governor of this Province as
well as those of Viceroy, and is virtually Dictator,
for he has no colleague high enough to question
his actions. Governor Wu was ordered to
proceed without delay direct to Honam-fu and
at once take in hand the Yellow River problem,
under Li Han-chang—the Viceroy Li's elder
brother, who is verging on fourscore years and
more or less in his dotage. The near relationship
of his chief to the all-powerful Viceroy of Chihli,
did not apparently give him confidence in Wu
Fu-ni on his departure from his post, which one
would have been led to expect. Indeed if the
truth were known Governor Wu was quite crest-
fallen at his transfer from Canton to Honam
under existing circumstances, and well he might
be, for if Chinese history is to be believed,—and
where is the man to be found who can question it?
—from the mythical period of the great Yu down
to the present "China's sorrow" has continued
to bring nothing but disaster and disgrace in its
train, besides costing the nation money incalcu-
lable. After such an experience covering years
by the thousands, and with such overwhelming
proof of the impotency of their own
efforts to master the problem, can any other
race than the Chinese it would be reason-
able to suppose they would be less confident
in the efficacy of their own methods. Not
so, however, for within the last year it
is said a sum of over two millions sterling
has gone "bung," in the same stupid manner
billions of taels have been squandered before,
yet it requires but a very rudimentary knowl-
edge of engineering, to know that the Yellow River,
even at this hour, can be brought under proper
and permanent control, and made a navigable
highway (which, however, through the condition
of the adjacent lands it will take years to
develop prosperously), at about a third of the
amount the improvements on the Mississippi cost.
I don't know whether Messrs. Butterfield
and Swire were to name their new steamer the
Kat-fong, after Kat-fung-fu, the virtual capital
of Honam, and the hope that she might be the
pioneer steamer to the capital of the Yellow River.
It is curious she should arrive at a moment when
it would seem as if it were imperative this source
of mischief should be taken practically in hand
at last. If she had put in an appearance only a
day or two earlier possibly Governor Wu, with
the superintendence of his own might have been
induced, to proceed northwards by such a har-
binger of good; the sea voyage would certainly
have contributed to make him less dispirited.
It is well justified that Governor Wu's qualifications
for his new post, judging from his antecedents, are
not such as would command confidence elsewhere,
but there is this in his favour, he has mastered
the English language to some extent by personal
study in the north without assistance, and with
a little he can hit a target in by 10 to 20 yards,
and if allowed a target can make a "bull's eye."
Having succeeded so far, we may expect he will
not be less successful in his new field than his
predecessors.

to prevent the existence by the preceding prohibitions, so as to remove all that may stand in the way of free competition."

Now, although there are indications that the Foreign Customs of this port are disposed to place native combinations and undertakings on a superior footing to foreign, it can hardly be claimed in the light of Art. XIV which was included by Sir Robert Hart's instructions, that the service, if they follow this line, will err on the side of consistency; but again, one may ask, what great diplomatists in modern times care one stiver for any such virtue or consideration of the kind? Bismarck vies with Talleyrand in this respect, while I am bound to add, at the risk of offending your political sentiments, that Gladstone knocks spots out of them both in his ruthless disregard of anything resembling consistency.

BRITISH NORTH BORNEO.

The British schooner *Loong Wah* left on 18th July for Tien-Tsin, with a cargo of timber.

It will be noted in the *Official Gazette* that the price of Land in British North Borneo has been raised from \$1 to \$2, from 17th July. This applies to local applicants but persons who were on their way from Singapore to take up land when the notice was issued will be allowed to make selections at the old rate.

Strict quarantine measures have been adopted at every port and river on the East Coast in consequence of reports received from native traders of small-pox has broken out in the Sulu Islands; steps, we understand, have also been taken to push on vaccination but lymph has run short and a supply is looked for from Singapore.

Messrs. Van Delden and Theves, we learn, have recently selected 35,000 acres of tobacco land, chiefly on the Kinabatangan, for capitalists in Java and the Straits. Messrs. Van Gogh and Lugt, experienced Dutch planters, are now exploring the latter river with a view to opening large estates.

We hear that, as soon as the contemplated estates on the Kinabatangan, Labuk, Segama and Sugut Rivers begin operations, Messrs. E. E. Abrahams & Co.'s steamer *Norman* will call in these rivers regularly;—this will be a great boon to planters, who will be assured of regular communication to and from Sandakan.

The contract for regular communication between the local ports of North Borneo, Hongkong, and Singapore provides for a steamer of not less than 600 tons, register, possessing proper accommodation for first, second, and third class passengers, at least once every six weeks, and for a coaling steamer of 130 tons to be in connection with the main line between Labuan and Singapore the most southerly port on the East Coast. The contract takes effect from 1st September and remains in force for three years. The maximum fare fixed for inward Chinese passengers is \$5 from Singapore, and \$8 from Hongkong including a reasonable amount of baggage and a fair supply of fuel and water. But a special clause provides for the conveyance of 400 Government immigrants from Hongkong every year at a charge of \$3 a head. On the whole we have every reason to be satisfied with the terms of the Government on the successful accomplishment of a measure which by removing the chief obstacle to the free immigration of Chinese labour will assuredly contribute materially to the development and prosperity of the country.

The road party who have just returned from the Segama brought a pair of Elephant tusks picked up on the road. They ask \$100 for them. When running the Segama path the coolies picked up a cannon which they sold for \$19. The present party met several crocodiles.

The Sandakan Water Supply has been improved by a tank being placed near the Mosque about 50 feet above sea level. Its capacity is 30 tons and it can be increased to 50 tons if necessary. The tank is connected with the wharf by a 2 inch pipe which delivers the water at about four tons per hour. The source of supply is a rock spring which during the recent drought never measured less than 7 tons per day of 24 hours and has measured up to 35 tons per day. The present object of the tank is to afford a supply to the shipping, but it is hoped that, after trial, a standard pipe for the use of the town's people may be attached.

The large scheme of Water Supply laid down by Mr. J. Robertson, Superintendent of Public Works, has been deferred for the present, but it is hoped that when more money can be expended it may yet be taken in hand to the advantage of the town.

Our readers will be glad to learn that good accounts have been received from Mr. S. B. J. Skerchly who left Siam in May last in charge of a party to explore the upper waters of the Segama for Gold. Most of the party have suffered from occasional attacks of fever but they have on the whole enjoyed fairly good health. Mr. Skerchly's letter was dated 3rd July, from a place about 18 miles west of Kwala Trehin, 2,000 feet above the sea. Thus far he has examined and surveyed the whole route and noted the altitudes by barometer. The country is hilly, and covered with heavy timber, but although water is good and generally plentiful little large game has been seen and the difficulty of getting provisions up from the Coast has greatly impeded the progress of the explorers.

As Mr. Skerchly has to determine the line of march and cut a track ahead of each camp before any advance can be made he does not expect to reach the Segama before 3rd August; there is therefore not much chance of the party getting back before September. The weather is reported to be generally showery but on the whole moderately good.

Owing to the extremely dry and hot weather that prevailed during the first half of the month some planters were apprehensive for the safety of the newly sown crops of tobacco. Timely rain has now set their minds at rest and good accounts are coming in from the estates. Good to the short supply of coolies on the Segama plantations, where the dry weather has also favoured the operations of these insects who according to the planters' entomology disappear under ground in wet weather. We do not vouch for the correctness of this statement, however, and with all due respect for the sagacious observation for which planters are so justly distinguished we may be permitted to confess that although quite open to conviction we at present doubt its accuracy. On Rochefoucauld's principle that you should study to habits of your enemies before you venture to attack them we would recommend those who are interested in planning to extend their researches in this direction.

North Borneo Herald.

BANGKOK.

The exportation of Siamese rice to Europe still continues, and the season is not yet ended, for we hear of further heavy orders being booked for October delivery here in Bangkok.

We understand that the schooner *Horiburg*, which was lately advertised for sale in these columns, has been purchased by the Bangkok pilots for \$3,000, and will now replace the cutter which has until recently done service on the bar.

It is reported on good authority that Messrs. A. Markwald & Co.'s rice mill will soon be lit up by electricity. Dr. Fritsch has already

ordered the plant, which will be so arranged that at any subsequent time, if required, the apparatus can be enlarged to 200 arc lights.

We hear that a Norddeutscher Lloyd boat will soon arrive in Bangkok to compete with our local steamers to Singapore. Whether this will lead to a reduction in the passenger rates, we do not know, but \$40 for a passage from here to Singapore is really—well—rather too too, don'tcherknow.

The *Devanagong* arrived here on Saturday last after having undergone extensive repairs in Hongkong, amounting to \$20,000. Her plates were very much bent and damaged in consequence of the last grounding, and if these had been of iron instead of steel, she would have certainly gone to the bottom.

The increasing importation of Russian petroleum into Bangkok is a public danger and ought to be stopped. The stuff is liable to catch fire on coming into contact with the smallest flame and even a smouldering lucifer will sometimes ignite it. It is murky, dull, and bad for the eyesight of those who have night work to do, and we certainly think that suffering humanity has a right to demand exemption from this latest of nuisances—a badly burning desk lamp.

On Friday last, as the shades of night were falling, Inspector Sheriff arrested one Louis Rozario, who has been "wanted," in Singapore for some time past in connection with the disappearance of a few shekels of silver. Rozario, although a descendant of the ancient Portuguese navigators who overran the glorious East, the said Rozario is a certified British subject, and has now been sent to await his trial in durandevile.

If Frenchmen are the most polite people in the world, they are also the most punctilious, and instantly resent any encroachment upon their territorial rights. Knowing this, our local police, if zealous, should be careful, for appears that the main Louis Rozario was arrested upon French ground i.e. in the house occupied by a French subject. This seeming want of courtesy was however, quite unintentional and the excuse given by the police officer who took the man in charge, was somewhat original. When asked by Count de Kergaradec if he was not aware that he had committed trespass in a French house he replied, "Yes! but as Mr. French gave me authority I thought it would be all right."—*Bangkok Times*.

To-day's Advertisements.

TO LET—OR FOR SALE.

AT CANAL ROAD, CANTON.

THE BLUE HOUSE, being a most substantial and fine Building, adjoining a Bridge at CANAL ROAD and containing Six Rooms, Servants' Quarters and Bath Rooms, &c. Apply to THE "HONGKONG TELEGRAPH" OFFICE, or To the Owner in Said Premises. Hongkong, 1st September, 1888. [863]

SCHOOL duties will be resumed on TUESDAY, the 4th September. For terms for Boarders or Day-Scholars, apply to THE HEADMASTER. Hongkong, 1st September, 1888. [864]

THE INAUGURATION OF THE SECOND SESSION OF THE COLLEGE will take place in the CITY HALL, Hongkong, on the 1st October, 1888.

THE SCHOLARSHIPS AND PRIZES awarded for the Session 1887-8, will be DISTRIBUTED by His Excellency the Governor, Sir Wm. DES VŒUX, K.C.M.G.

THE WINTER LECTURES commence on TUESDAY, 2nd October, 1888. STUDENTS are to assemble at the ALICE MEMORIAL HOSPITAL at 8 a.m.

PROFESSORS, LECTURERS & DEMONSTRATORS. *Ambulance and Duties in the Field*—Dep. Surgeon-General LEWIS, and the Officers, Army Medical Staff. Anatomy—JAMES CANTLIE, M.A., M.B., F.R.C.S. Botany—CHARLES FORD, F.L.S. Chemistry—W. E. CROW, ESQ. Dental Surgery—HERBERT POATE, D.D.S., and JOSEPH W. NOBLE, D.D.S. Demonstrator of Anatomy—A. DE C. SCANLAN, A.M.S.M.R.C.S., L.R.C.P. Forensic Medicine:—Medical Jurisprudence—HO KAI, M.D., M.R.C.S., BARRISTER-AT-LAW. Toxicology—W. E. CROW, ESQ. Hygiene and Public Health—HUGH MCCAL, LUT. ESQ. Hygiene (Military)—Officers, Army Medical Staff. Latin—E. J. EITEL, PH. D. Materia Medica, and Therapeutics—D. GERLACH, M.D. Midwifery—PATRICK MANSON, M.D., LL.D. Obstetrics and Gynecology—WM. HARTIGAN, M.D., L.R.C.S.I. Ophthalmology—G. P. JORDAN, M.B., M.R.C.S. Pathology and Morbid Anatomy—G. P. JORDAN, M.B., M.R.C.S. Physiology—J. M. ATKINSON, M.D. (Lond.)

HO KAI, M.D., M.R.C.S. Surgery, Principles and Practice—JAMES CANTLIE, M.A., M.B., F.R.C.S. Surgery, Pathological and Special—G. P. JORDAN, M.B., M.R.C.S. Surgery Military—Officers, Army Medical Staff.

Fees for the Full Course—200 dollars, payable in full at the beginning of the first Winter Session. When paid in two sums, Fees are charged at the rate of 220 dollars. When paid in four sums, Fees are charged at the rate of 240 dollars.

FOUR BELLIOS SCHOLARSHIPS, value 60 DOLLARS a-year each, to be held for Two Years, are bestowed upon STUDENTS of the College studying at the ALICE MEMORIAL HOSPITAL.

TWO WATSON SCHOLARSHIPS, value 60 DOLLARS a-year each, are thrown open annually for Competition to STUDENTS of the College.

Clinical Surgery, Medicine, and Obstetrics are taught daily in the Wards of the Alice Memorial Hospital. The average attendance of Patients at the Alice Memorial Hospital amounts to about 30,000 annually.

Special arrangements have been made with the Principal Medical Officers of the Army Medical Staff to carry on the work of training Chinese for Medical Military Duty.

For further information apply to JAMES CANTLIE, Secretary to the College. Hongkong, 1st September, 1888. [865]

To-day's Advertisements.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MORAY."

W. S. Duncan, Commander, will be despatched for the above Ports, on FRIDAY, the 2nd inst.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 1st September, 1888. [861]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BROOKSHIRE,"

FROM HAMBURG, ANTWERP, LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TOMORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 7th instant, will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 7th instant, or they will not be recognised.

No Fire Insurance has been effected by Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents. Hongkong, 31st August, 1888. [834]

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

I HAVE this day transferred the AGENCY of the above Company in Hongkong to Mr. H. F. WAGSTAFF.

THE COMPANY'S Business will in future be carried on at No. 6, Queen's Road Central, First Floor.

THE STEAM LAUNCH COMPANY, LIMITED.

LAUNCHES always on hand for—PICNIC, TOWING BATHING, PRIVATE PARTIES, &c., &c.

For Terms, apply to Co.'s Office—CORNER OF PEDDER STREET AND PRAYA.

1888 WINTER TIME TABLE. 1888

THE STEAM-LAUNCH COMPANY, LIMITED.

KOWLOON FERRY.

THE COMMODOUS STEAM-LAUNCH "PIONEER."

Will, from the 1st September, 1888, run daily as a Ferry Boat between Pedder's Wharf and Kowloon Point at the following hours.

WEEK DAYS.

KOWLOON HONGKONG

6:00 A.M. 7:00 A.M.

7:45 " 8:00 "

8:40 " 9:00 "

9:20 " 9:30 "

9:40 " 12:30 "

11:00 " 1:05 "

12:00 " 2:05 "

1:50 " 3:00 "

2:30 " 4:00 "

3:30 " 4:30 "

4:15 " 5:30 "

4:50 " 6:00 "

5:45 " 6:30 "

6:15 " 7:00 "

6:50 " 7:30 "

7:20 " 9:00 P.M.

8:30 P.M. 11:00 "

10:30 " 12:00 "

11:30 " 12:00 "

SUNDAYS.

KOWLOON HONGKONG

6:00 A.M. 6:15 A.M.

6:30 " 7:00 "

7:20 " 8:00 "

9:00 " 10:20 "

10:30 " 12:50 P.M.

1:00 P.M. 1:30 "

2:00 " 2:30 "

3:00 " 4:00 "

4:15 " 4:30 "

4:50 " 5:05 "

5:30 " 5:50 "

6:00 " 6:15 "

6:30 " 6:45 "

7:15 " 7:30 "

NIGHT SERVICE.

9:30 P.M. 10:00 P.M.

10:30 " 11:00 "

11:15 " 11:30 "

The above Time Table will be strictly adhered to.

STEAM-LAUNCH "PIONEER."

SCALE OF FARES.

For each Trip.....10 Cents.

Children under 10 years.....Free.

Second Class, (Chinese).....2 Cents.

Sedan Chairs, each.....10 Cents.

FOR KOWLOON RESIDENTS.

Family Tickets, including Servants, (per month).....\$7.

Single Tickets for one person only and his Servants, (per month).....\$5.

If more than one person, not forming part of the Family, Fare will be fixed on application to the Secretary.

FOR NON-RESIDENTS.

Quarterly Tickets.....\$4.

Quarterly Tickets for Servants only, (2 allowed).....\$2.

For Extra trips to or from Hongkong, between the advertised time, at the rate of \$1 per trip each way.

NIGHT SERVICE.—All Passengers, whether Subscribers or otherwise, will be charged 20 cents each way.

A. G. GORDON, Secretary and Manager. Hongkong, 1st September, 1888. [866]

To-day's Advertisements.

FOR SHANGHAI.

THE Steamship

"AMOY."

Captain R. Köhler, will be despatched for the above Port, on MONDAY, the 3rd instant, at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 1st September, 1888. [859]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"GENERAL WERDER,"

Captain W. von Schuckmann, will leave for the above Ports, on or about the 6th instant.

For Freight or Passage, apply to MELCHERS & Co., Agents.

Hongkong, 1st September, 1888. [84]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"BRAUNSCHWEIG,"

Captain H. Bodeker, will leave for the above place, about 24 hours after arrival with the outward German Mail.

For Freight or Passage, apply to MELCHERS & Co., Agents.

Hongkong, 1st September, 1888. [84]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 27th day of September, 1888, at 10 A.M., the Company's Steamship "BRAUNSCHWEIG," Captain H. Bodeker, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo and Specie will be received on board until 4 p.m., and Parcels until 3 p.m., on the 26th September, 1888. (Parcels are not to be sent on board; they must be left at the AGENTS' Office). Contents and Value of Packages are required. The Steamer has splendid accommodation and carries a Doctor and Stewards.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 1st September, 1888. [84]

Intimations.

MISSING.

FROM PEDDER'S HILL, A COCKATOO.

The finder will oblige by returning it to the OFFICE OF THIS PAPER.

Hongkong, 31st August, 1888.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 3 1/2 % or \$3.75 per Share for the six months ended 30th June, 1888, declared at To-day's Ordinary Half-yearly Meeting, will be payable at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TUESDAY, the 28th inst., and Shareholders are requested to apply for Warrants at the Company's Office No. 14, Praya Central, Hongkong.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, 27th August, 1888. [837]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY SECOND ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on MONDAY, the 3rd September, at 10 O'CLOCK P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 3rd September, both days inclusive.

By Order, A. S. GARFIT, Acting Secretary.

Hongkong, 10th August, 1888. [781]

NOTICE.

THE "FEIHO TUG AND LIGHTER COMPANY" are now prepared to Lighten Ships and Steamers at the "TAKU BAR." Five Mex: Cents per picul will be charged for dead weight, measurement Cargo in proportion.

The Undersigned will also contract for the towing of sailing vessels, from Sea to Tientsin, thence to Sea, and all work will be done under his personal supervision.

JAMES WATTS, Manager, "F. T. & L. Co."

Taku, May 28th, 1888. [783]

NOTICE.

For the Convenience of Customers, the production of the "CHINA SUGAR REFINING COMPANY, LIMITED" can henceforward be obtained by RETAIL, FOR CASH, at No. 1, PRINCE STREET, at the same prices as at the Refinery; or Retail orders will be delivered at addresses

